

Transmission Gully WAINUI SADDLE GATEWAY PROJECT

“Proposed”

Status: Draft document - Revision 2

Location: The Wainui Saddle, Transmission Gully.



Background

Lobbying by Wellington Sculptural Highway to NZTA and the Wellington Gateway Partnership team (WGP), who are managing the construction and long-term management of Transmission Gully, has resulted in an opportunity to investigate the installation of potential “Gateway” features along this new stretch of motorway.

The Wellington Sculptural Highway (WSH) representative has been working towards seeking multiple sculptural forms along the new Kapiti Expressways and Transmission Gully in keeping with sculptural works on other major roading projects around New Zealand (see appendix). This also fits within the requirements of the New Zealand Urban Design Protocols and quality urban design and NZTA’s own urban design policy “Bridging the Gaps”.

As a result of lobbying by WSH, WGP have agreed to the design and construction of a 250m long sculptural feature wall at the Linden interchange to TG and this is now in progress.

The proposed Wainui Saddle Gateway Project is the focus of this document.

Quality Urban Design

The requirement to implement the desired outcomes of the New Zealand Urban Design Protocol, should be foremost in all NZ major civic construction projects such as Transmission Gully. This protocol, implemented in 2005 with signatories including the Ministry of Transport and the New Zealand Transport Agency, was produced to ensure what we build adds to and enhances our environment, its visual amenity and the quality of life for those using these amenities.

The opportunity to create a unique and locally inspired “Gateway” form will come from engaging with local artists, embracing all of the historic, cultural and mythological past and present of the area. This ensures the final constructed form will create a sense of local civic pride and an inspiring “Sense of Place” for the communities and travellers over the Wainui Saddle.

The proposed Gateway to Kapiti and Porirua (& poss Upper Hutt)

The Wainui Saddle on the Transmission Gully route has been identified as a suitable location as this is the actual boundary to three districts, Kapiti, Porirua and Upper Hutt. The land is Crown Land occupied by NZTA and leased to Wellington Gateway Project.

Importantly, the Wainui Saddle is also at the peak of the route where Kapiti comes first into view on the northbound journey and where Porirua comes in to view southbound.

The steps ahead

Subsequent to a meeting on the 7 August between KCDC, WSH and WGP it has been identified that this opportunity has a high level of urgency with the TG route planned for completion early 2020. “Gateway” features will need to be designed, approved, constructed and installed before then.

It is important to note to all stakeholders that the Wainui Saddle and Te Puka valley will dictate when Transmission Gully opens, as such any changes in this location need to be well planned, communicated and managed to ensure this opportunity is realised.

Consultation

The need to consult quickly with various stakeholders of the districts involved to progress this opportunity within the stated timeline is clear. This document has been prepared as a briefing paper for that purpose.

Potential Stakeholders – *to be discussed*

Kapiti Coast District Council

Upper Hutt City Council

Wellington Sculptural Highway

Ngati Haumia

Ngati Toa

Porirua City Council

Wellington Gateway Partnership

NZTA

Te Whakaminenga

Te Atiawa

ACTION POINTS (evolving)

1/ Agreeing timeline;

- a) concept funding and design process/ confirmation,
- b) confirmation of location, This includes agreeing a nominal “box” in which a sculptural form can be placed. ie scale and footprint.
- c) confirmation of installation criteria and timeline. This will include onboarding the TG builder and O&M subcontractors to ensure all requirements and potential resources provided by them are identified.

Current proposed Timeline

1. By October 2018 - Establish the full support of all parties involved and funding.
2. By Easter 2019 – Foundation and “gateway” construction designs finalised.
3. From March-November 2019 - Construction and completion of the work.

2/ Clarification of the level of support and provision of any infrastructure/resources by WGP. This will provide the basis of what else will be required from other stakeholders.

3/ Agreeing what services (ie: power/lighting) and what future maintenance access is required

4/ Artist submission- *In cooperation with stakeholders Marco to develop an artists’ brief. This will include a brief on the regions. The proposal could go out widely or to selected skilled artists from the region to be invited to respond. The feeling was that the latter would be preferable. To be discussed*

5/ Approval of selected sculptural form. **Members of approval team???**

6/ Identify construction costs

7/ Confirm funding: *see notes*

8/ Construction of the selected sculptural form/s

9/ Preparation of site / foundations

10/ Installation

NOTES:

*1/It was decided at the 7 August meeting to take this to Te Whakaminenga sooner rather than later – possibly their August 28 meeting – **Cr Janet Holborow to follow up***

4/ Karl Farrell is willing to be a liaison with Ngati Haumia for this project.

5/ Meeting scheduled:** Mayor Mike Tama - PCC, Mayor Gurunathan - KCDC, Cr Holborow - KCDC, John Humphries WGP and Marco Zeeman - WSH - 31 August @ KCDC offices – **at this meeting we hope to identify any other stakeholders and agree on who they are.

Funding

It has been established that this requires commitment of the councils involved to actively lobby both NZTA and the Hon Phil Twyford as Transport Minister. Discussion is also needed with WGP and their senior management as to avenues and lobbying initiatives they may be able to undertake as well.

Notes:

Progressive Growth Fund. (PGF). Marco believes this proposal will not fit within the PGF guidelines as other proposed Kapiti initiatives do – ie Whale Song, Marine Discovery Centre. There is no public access/cycleway through this area. Difficult to see it adding significantly to economic growth outcome which is the focus of the fund. The gateway will create identity and a sense of place, a key outcome of building national identity.

Central Government. There is precedent for NZTA to fund sculptural works on the “roads of significance” (Auckland, Waikato, Rotorua, Tauranga, Christchurch), and adding sculptural form is in compliance with NZTA policies as highlighted earlier.



WELLINGTON SCULPTURAL HIGHWAY

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For further information on the **WAINUI SADDLE GATEWAY PROJECT**, please contact any of the following.

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Appendix: NZ Sculptural “Gateway” Examples

- **The Waterview Connection (now completed)**

The Waterview Tunnel is a key piece of the Western Ring Route, a 48km motorway route through the west of Auckland, connecting Manukau, the city, West Auckland and the North Shore. The 2.4km Waterview Tunnel between Pt Chevalier and Mt Roskill opened in July 2017, and cost \$1.4b to build.



Images above: The Southern Entrance of the Waterview Tunnel at night and day. The third image is of the enhanced tunnel air vent.

The southern Waterview tunnel portal artwork by Graham Tipene of Ngāti Whātua Ōrākei tells the story of two lovers who escaped underground.



The faceted ventilation stack at the southern entrance to the tunnel was designed by Warren & Mahoney and Boffa Miskell in a form that expresses the movement on the motorway.



As part of the Waterview Connection, the Hendon Street footbridge is a visual delight both day and night.



Hemo Gorge Gateway, Rotorua (under construction)

In collaboration with the New Zealand Transport Agency, Rotorua Lakes Council sought tenders from interested individuals or groups to create or contribute to a major 12metre high sculptural work to be installed within a new 50-meter diameter roundabout. The roundabout will have three underpasses into its centre.



It tells the Te Arawa history of tohunga (high priest) Ngatoro-i-rangi, leader of the Te Arawa canoe from Hawaiiki, who was caught in a blizzard of snow and ice on Mt Tongariro.

He called to his sisters in Hawaiiki for help, who sent the demi-god siblings Te Hoata and Te Pupu to deliver heat, creating geysers, hot pools and volcanoes along the way, til fire reached him.

• The Dronestagram, Christchurch (completed)

The 25-metre tall sphere is covered in 360 spinning metal pinwheels and is one of the largest public artworks in New Zealand. At the blessing, Christchurch artist Neil Dawson's sculpture on Chaney's Corner was described in many ways.

It was called a "dynamic new entranceway sculpture for the city" and a "symbol of our



rebirth as a city”.

- **Christchurch Gateway Bridge (now completed)**



NZTA Design Principles

A partnership of the NZ Transport Agency, the Christchurch City Council (CCC) and Christchurch International Airport Limited (CIAL) ran an urban design competition to develop a design concept for this bridge that will enhance the significance of the Memorial Avenue and Russley Road (SH1) intersection. The brief provided to the competitors outlined a number of design principles to be incorporated into the final concept.

The principles:

- create a legacy for Christchurch
- enhance the intersection as a ‘Gateway’ to Christchurch, Canterbury and New Zealand
- respond to views of the Port Hills and the Southern Alps
- respond to the character of Memorial Avenue, heritage elements and wider Christchurch
- effective integration with surrounding land uses
- respond to tangata whenua history and values
- low-impact design
- consider value for money in terms of ‘whole of life’ cost of infrastructure.

The design competition process

Five design teams involving architects, urban designers and sculptors were invited to submit a concept that would reflect the design principles. The five design concepts were presented to a review team consisting of personnel from the NZ Transport Agency, CCC and CIAL.

The review team sought expert input from



an urban design panel, from iwi and also considered a review of the costs and structural engineering aspects for each option. The chosen design concept was then developed further through a detailed engineering design process, which has resulted in the gateway option presented here.

- **The Tauranga Expressway (now completed)**

See NZTA press release below.

Press Release

13 Feb 2015 03:19 pm | NZ Transport Agency

Two sculptures inspired by the history and natural environment of the Bay of Plenty will be installed along the Tauranga Eastern Link (TEL) ahead of the highway's official opening this year, the NZ Transport Agency says.

A huge 130m long and nine metre high palisade pa structure will sit on the south eastern side of the TEL near the Domain Road interchange, and an eight-metre high spinifex will be installed on the north eastern side of the road, near the Tara Road roundabout.

The Transport Agency's senior project manager Wayne Troughton says the two works, entitled "Bound Around", were created by renowned New Zealand artist Regan Gentry/

Mr Troughton says the public artworks will help create a gateway threshold and a sense of place, transforming the TEL from a long straight highway, into a culturally significant space that reflects local stories.

"These sculptures will help make the TEL a road to remember for travellers," he says.

"The pa sculpture points to the historic pa sites in the Papamoa Hills and the spinifex references the beach and the wind-blown coastal plant that is a feature of the Papamoa beachscape, which runs parallel to the TEL."

"The sculptures will join other artworks and urban design elements already in place along the TEL, that identify key locations, such as the waharoa which overlooks the new Paengaroa roundabout, or the panels on the Domain Road interchange that reflect the historic flax trade.

"There are many special places dotted along the TEL and we felt it was important to capture these and help the community tell the local stories."

"Having a public art project like this makes this major infrastructure project more interesting and attractive, while also giving a sense of place and identity to travellers," she says.

Mr Troughton said the Transport Agency had worked closely with the local art community to find the right artwork for the TEL.

Tauranga Expressway

The Pah

Right - the 250m long Pah structure alongside the Tauranga Expressway

Below – An 8m “Spinifex” situated nearby



Beyond the **Spinifex** sculpture in the image below is **The Pah**, providing an idea on scale.



- **Waikato Expressway Ngaruawahia Section – Waikato River Bridge**

'Te Rehu o Waikato' (the Mist of Waikato), also known as 'The Waikato River Bridge' is a 143m long five span bridge carrying SH1 over the Waikato River.



This unique and elegant bridge form has been further enhanced with surface patterns reminiscent of traditional Moko (Maori Tattoos), developed in close consultation with local iwi artists to help connect the structure to the heritage of its surroundings.